

BIG PRIZE STAKE

Purse for Indianapolis Sweepstakes Will Reach \$50,000.

MORE INTEREST THAN EVER

Keen Competition and Great Speed Indicated for Memorial Day Race.

Indianapolis, March 30.—Late in the year 1910, when the announcement of the first 500-mile international sweepstakes at the Indianapolis Motor Speedway was made, the motoring world sized up the proposition of giving \$25,000 in prizes and a race of 500 miles in length, and after two or three days decided that it might be a good thing to see after all. So it came about that the first 500-mile international sweepstakes on last Memorial Day drew the largest crowd of motoring "fans" ever assembled in any one enclosure to witness any sort of automobile contest.

The question in the mind of the public as to how many manufacturers would dare to attempt a contest of this kind was answered readily when forty-six starters were named for the long race. The other question, as to whether or not spectators would be attracted to such a contest, was answered when about ninety thousand persons filed through the gates. Indianapolis never saw so many strange faces.

The owners of the track, in view of the fact that the first race was so successful, decided that a second 500-mile race, and probably more afterward, would be the proper thing to offer their patrons. Public opinion was sounded thoroughly and bore out the idea of the speedway management. But the second contest had to be different from the first and greater. It seemed almost impossible to improve upon many conditions of the first race, but it finally was decided to increase the purse to \$50,000, as last year, greater speed was demanded, and every car which is entered for the second race shows even better speed possibilities than those which competed in the first.

For the second 500-mile race, every car which enters must make a full lap of the speedway track at the rate of seventy-five miles last year this speed was required only over a quarter of a mile straightaway. Last year forty cars started, but it was deemed advisable, both from the point of view of promoting a high speed contest and minimizing the element of danger, to allow only thirty cars to compete in the second race. This means that with thirty cars on the track traveling at the rate of seventy-five miles an hour, one car will pass every point in the track on an average of every four seconds. It is believed that a contest of this nature will prove even more interesting than that of last year because spectators will be able to single out the cars in which they are interested at all times and note the individual performance of the various cars without being subjected to the strain of constant shifting.

Despite the fact that these conditions have been imposed upon the manufacturers, it is important at the present time that the full field of thirty starters will be entered by May 1. It is estimated by various critics and racing drivers that the speed of this race will be at least one mile an hour faster than that of the last race.

Ray Harroun, who won the last 500-mile race, has been credited with the statement that the speed would not be greater, if as great. The majority, however, take issue with Harroun and seem to believe that the old record will be beaten. This seems to be almost certain because of the fact that all of the entrants are anticipating a performance and are building their cars to meet higher requirements than they did last year.

Before the first 500-mile race the average speed was very indefinite because there had been no previous contest of the same length upon which to base the action of the cars. In the coming race, however, this condition is practically overcome because the contestants have a knowledge of what was done in the first contest. Of what was the most of the entries for this second race are cars which are larger and faster than those of last year, and the race prospects are greater than before.

GOODYEAR TIRES POPULAR
Many Autos in Shows Equipped with This Make.

Records have been made of the tire equipment of cars exhibited at sixty-four automobile shows during the show season just ended. This is a point in which tire manufacturers are deeply interested and in which each year there is keen though friendly rivalry.

At the sixty-four shows 6,567 cars were shown. The tire equipment of this great army of handsome new models was divided among twenty-nine makes. Goodyear no-rim-cut tires were the equipment of 2,541 cars, or 38.6 per cent of all the cars shown. One hundred and twenty-seven leading manufacturers of American cars have contracted for Goodyear tires in 1912.

Goodyear's nearest competitor in tire equipment of show cars had 95½ per cent of tires at sixty-four shows, or 15 per cent of the whole. The next formidable competitor had 14 per cent, with 367 cars. A significant feature of this year's shows is toward the general use of non-skid types of tires. A large majority of the Goodyear no-rim-cut tires on show cars were of the non-skid type. Goodyear men attribute the immense popularity of the company's product to the non-skid feature, the extra wear and cushion given by the 10 per cent oversize feature, and to the general care exercised in keeping quality to the highest possible standard.

EXPORT TRADE INCREASES
United States Among Leaders in Selling Autos Abroad.

According to statistics compiled by "The Motor World," the world's largest authority on motor vehicles during the year 1911 attained a total of more than \$90,000,000. The trade is practically controlled by four countries, France, United States, Germany and Great Britain; and although France, as has been the case since the inception of the automobile industry, leads the list of automobile exporting nations, it barely held its own during the year 1911, its foreign trade increasing only 5 per cent.

On the other hand, the United States became possessed of seven-league boots and went upward with giant strides, its increase during the twelvemonth amounting to 45 per cent, whereas Germany, which also made great gains, increased only 24 per cent, while England's increase fell just short of 25 per cent.

The totals of the four countries are as follows:

Country.	1911.	Per cent.
France	\$35,286,576	25
United States	19,178,484	45.00
Germany	16,881,990	24.29
Great Britain	15,928,585	22.95
Total	\$87,975,645	

In addition, Italy, Spain, Austria, Belgium and Switzerland also figure as exporters of automobiles, but their shipments as compared with the four large countries are comparatively inconsequential and will not add much, if any, more than \$1,000,000.

A peculiar feature of the French trade, according to "The Motor World," was the slump which set in during the month of January. Up to that time France had been shipping automobiles at an average of 16 per cent. During July, however, a reaction set in, and the month closed with a 10 per cent drop, the result of the republic's foreign trade in automobiles practically made no progress.

THE PLEASURE AND THE BUSINESS SIDE OF THE AUTOMOBILE.

R. E. OLDS,
President of the Reo Motor Car Company.



USING MODEL "H" REO TRUCK FOR DELIVERING MILK IN THE WEST.

NOTES OF AUTOMOBILING

Happenings in the Trade and Industry During Week.

"Tire manufacturers can tell right now that there will not be casings enough to meet the demand this season. This condition is brought about not alone by the largely increased number of new automobiles, but also because the old cars need tires, too," says J. C. Matlack, the Ajax tire man. "Foreseeing the shortage, the leading makers have increased production estimates, but they will be sold out early in spite of this precaution."

"New territory for the automobile dealer is being opened and exploited every day. The tire dealer must of necessity follow closely. Districts formerly untouched by motoring have thus become active production centers for the tire man. It is an easy thing to explain the inevitable tire shortage of 1912."

"To the novice the terms high and low tension currents are somewhat mystifying," says C. F. Spilldorf. "High tension and low tension are comparative terms applied to electric currents, and merely mean that of two currents the one is at a very high tension, and the other, high spark systems of ignition, implies a current of high intensity or pressure, as distinguished from its quantity; but the term is always relative."

William M. Botto, formerly vice-president of the Abbott Motor Company of New York, has resigned, and is now identified with the Kull-Robie interests in promoting the Imperial and Havers cars at No. 192 Broadway. Mr. Botto is one of the pioneers of the automobile business, having been associated with the Palmer & Singer Manufacturing Company as general sales manager and the E-M-F agency in New York.

W. M. Botto, formerly vice-president of the Abbott-Trotter and Regal Sales Company of New York, has this week tendered his resignation and severed all connection with both companies.

On Tuesday a Big-Ton Commer truck, demonstrator for Olin J. Stephens, Inc., of New York City, delivered a total of 126 tons of coal to the New York University. Seventeen trips were made, each trip being two miles. The regular quick unloading body, such as is employed on the Commer owned by the Herbert Coal Company, was used. In this demonstration every load was taken up in less than a minute as shown at Pittsburgh, where Commer has proved a revelation to the Pittsburgh Coal Company.

Dr. Charles G. Percival, the globe-trotting editor of "Health Magazine," of New York, has returned from Alaska, where he took the Abbott-Trotter "Bulldog" over the frozen White Pass and won the trophy offered by "The Daily Alaskan," of Skagway, for the first automobile to drive from Skagway tidewater to the headwaters of the Yukon River.

Considerable interest has been created among automobile row this week by the appointment of Henry F. Ritchey as business manager of the Abbott-Trotter Motor Company. Mr. Ritchey's experience has been chiefly in the managing of hotels and directing industrial enterprises.

Henry F. Donaldson and Joseph Tracy have associated themselves as automobile engineers to undertake consultation, research and development work, design and construction and laboratory and road tests. For the present the headquarters in New York will be in the office already established by Joseph Tracy at No. 116 West 23rd street. The testing laboratory in New Jersey, will be maintained as heretofore.

J. R. Ecolston, general sales manager of the Oakland Motor Car Company, of Pontiac, Mich., has just returned from a six weeks' trip throughout the Western states, having established branch offices in Kansas City and San Francisco to take care of the rapidly increasing Western trade. He is highly enthusiastic over the trade conditions in the West and the prospects for a big automobile season.

A WAY TO FILL AMERICAN VEHICLES.
From The St. Paul Pioneer Press.

Political advertisements are not popular in Germany. The laws are very strict, and the penalty for misstatements in news and paper advertisements is particularly severe. To mislead a voter with a false statement and a promising candidate to the workhouse.

Proves Underslung Car Is Safer for Motorists

Engineer Makes Tests Which Substantiate Theory for First Time.

J. C. Austin, chief engineer of the Regal Motor Car Company, has just issued a report of actual experiments made to determine the overturning angles of both an underslung and overhung car.

"With the assistance of several experienced mechanics," states Mr. Austin, "I have just completed two practical tests, one to determine the overturning angle of an underslung car and also a similar test for a car of the conventional overhung design. Previous mathematical computations had substantiated our theory that an underslung car afforded greater safety to its occupants, but it was my desire to prove this theory in a more practical way."

"In order to prove by actual test the

angle at which an underslung car will overturn we arranged a block and tackle equip-

ment to raise two wheels of one side of a Regal roadster to such a height that the car would stand poised on the other two wheels. We found that this angle is about 90 degrees, or to be exact according to the measurements taken, it is 89 degrees and 30 minutes."

"We then made a similar test of a car with overhung frame construction and found that the corresponding angle of this was 45 degrees. Both cars were equipped with top and windshield and ready for the road, so that the comparison is a fair one."

"Apparently there is a difference of practically 20 degrees between the overturning angles of a car of underslung frame construction and one of the overhung type. This amount, which we determined, has stated above, by actual test, would indicate that there is a considerable greater degree of safety in the use of underslung cars as compared with other types of construction."

"The future of the automobile industry in

Japan will depend largely on the quality of the cars sent over. The Japs are shrewd people, and demand cars that will 'stand up.' America will need to send her best moderate priced cars if she is to continue her control of the field. Before I sail back with the cars I have ordered here, the one thing I wish to impress on American manufacturers is that they send Japan the best they can offer. The fact that the Japanese as a nation will buy only what its royalty likes and approves means that America must send her best."

AMERICAN TIRES THE BEST

Europe Looking to United States for Durable Equipment.

It is a rather remarkable fact that, although Europe has been building automobiles for a great many years, the rubber tread type of non-skid pneumatic, so prevalent in this country, is practically unknown there, except as it has been introduced by American tourists.

That there is a demand for our non-skid types abroad is shown by the interest that European dealers are manifesting in them. One of these—M. Adler, of Amsterdam, Holland—has been in this country for some time looking over the tire field. As a result of his investigations he has ordered from the United States Tire Company a consignment of nobby treads, which will be shipped to him at once.

Mr. Adler is one of the largest automobile supply stores in Europe. He operates big stores in Amsterdam, Birmingham, England, Brussels and Paris. In fact, the cars I have ordered here, the one thing I wish to impress on American manufacturers is that they send Japan the best they can offer. The fact that the Japanese as a nation will buy only what its royalty likes and approves means that America must send her best."

MAKING MOTORCYCLE PLANS

New Jersey Club to Hold Road Race on Memorial Day.

Few clubs in the country are as active as the many motorcycle clubs, which are making elaborate plans for Memorial Day race meets, endurance runs and "cross-country jaunts." At present eight of the leading clubs in as many states have announced preliminary plans for the celebration on May 30, while many others are either joining the other clubs in preparing big festivals or are considering plans for individual runs.

While most of the enthusiastic motorcyclists are planning contests within the borders of their own state, the Augusta, Ga., Motorcycle Club has invaded South Carolina and the Indians are riders from Charleston, Savannah and Atlanta and many other cities will participate.

But there is quite a contrast between the celebration of Memorial Day by scheduled races and as proposed by the New Jersey Motorcycle Club. The riders have already completed a route for a twenty-four hour contest in the nature of an endurance run. The riders will start from Newark and make a circuit north into New York State and return to the starting point.

TIE IN SCHOOL RIFLE LEAGUE.

Washington, March 30.—Iowa City High School and Dearing High School, Portland, Me., tied for the Inter-city High School Rifle League championship of the United States as a result of the final week's matches, announced today.

The two teams will shoot off the tie next week. Baltimore Polytechnic Institute won third place, Morris High School, of New York, fourth, and Southern High and Manual Training School, Philadelphia, tied for fifth place with Salt Lake City High School.

SUNDAY'S NEW-YORK TRIBUNE
Mailed anywhere in the United States for \$25 a year.

RAIN THE FOE OF AUTO

Japan Not a Promising Field for Exploiting Cars.

ROADS IN POOR CONDITION

Low Priced, Low Powered Motors the Most Popular on Island at Present.

Reports on the automobile situation in Japan have just reached this country as the result of the arrival at the Regal factory in Detroit of the company's representative for the empire of Japan. While narrating a few experiences during his nineteen years of residence on the islands the visitor said:

"About the worst enemy to the successful marketing of automobiles in Japan is the heavy rainfall. An almost incessant down-pour keeps the roads in a very poor condition most of the time, and as a result there is not the desire among the Japanese who can afford to buy automobiles to travel. In consequence, the proportion of the people who are in the market for cars is much smaller than it is in the United States. You will realize how much the rain interferes with automobile touring in Japan when I say that practically every car in use must be equipped with rough tread tires. The plain tread tires will not afford traction on the slippery roads."

"A movement which will do much to overcome the present bad condition of the roads is that now on foot to secure an appropriation of a sum equal to \$3,000,000 in our money from the government. The expenditure of such a sum to improve the condition of the roads would greatly relieve the present situation, and there is every reason to believe the proposed bill will be carried."

"The demands of the Japanese people who wish automobiles are to a certain extent peculiar in themselves. At present there are but two hundred cars all told in the empire, and most of these are the low priced, low powered variety. Owing to the fact that country touring consists of passing through a succession of small villages there is little call for the high powered car. The usual rate of travel over the country roads is only twelve to fourteen miles an hour, and the people prefer a low priced touring car for their purpose."

"The fact that the Japanese as a nation will buy only what its royalty likes and approves means that America must send her best."

WILLYS IN NEW FIELD

Buys Controlling Interest in Gramm Truck Company.

It was announced last week that John N. Willys, of Toledo, president and owner of the Willys-Overland plants and allied interests, has bought the controlling interest in the Gramm Motor Truck Company, of Lima, Ohio. The purchase price was given out, but it is said to have been one of the largest transactions in the recent history of the automobile business.

For some time J. N. Willys has been casting around for a truck plant that was equipped as he thought it should be to meet the demands of the commercial car users of America, and particularly of the more than two thousand Overland dealers. Realizing the enormous development in the truck field and the impracticability of combining the pleasure and commercial ends of the business, he had determined on a method of truck production that would parallel with his world-famous pleasure car production. After a careful study of the commercial car progress he found that without question the Gramm staff and plant of Lima, Ohio, had made probably greater strides than any other truck concern in America.

The combination is ideal—J. N. Willys, the greatest individual pleasure car manufacturer in the world, and B. A. Gramm, one of the most experienced truck manufacturers in the industry. The combined brains, capital, experience and ability of these two producers will unquestionably insure a remarkable and rapid advancement in the truck business. They will have an immediate outlet for their entire output, through the Overland dealers, which number more than two thousand.

The Gramm truck plant is the largest in the world, devoted to the exclusive manufacture of commercial cars. There are six and one-quarter acres under roof. Twelve hundred men are employed. The buildings are of steel and reinforced concrete, and are valued at \$1,250,000.

Let Us Demonstrate

Motor Cars

Prices \$1000 to \$2750

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TIMES SQ. AUTO CO.

The recognized "HOUSE OF BARGAINS" for automobiles and everything pertaining thereto.

REMARKABLE BARGAINS IN AUTOMOBILES, 1912, 1911 and 1910 models.

Tires at 50% of regular price. All sizes.

WINDSHIELDS, \$15, regularly sold at \$20.

TOPS, Brand New, \$15 and \$25.

HOIDS, Touring and Toy Tonneau, \$15 up.

MOTORS, 1-2-3-4-5-6-8.

ELECTRIC HORNS, RUBBER SEATS, BUMPER, PUMPS, etc., all at sacrifice.

TIMES SQ. AUTOMOBILE CO., 4710-18 Broadway, Phone 7884 Cal.

BUY MORE MOTOR TRUCKS

Express Company to Rehire Horses in Short Time.

The Long Island Express Company is preparing to inaugurate a school for motor truck drivers among its teamsters. The company has purchased twenty Auto trucks of 2½ tons capacity in less than a year. In another year or two their service will be almost entirely motorized.

"Instead of employing chauffeurs to operate our motor trucks, we are training our regular drivers," said Mr. Payne, who is in charge of the company's force of operators. "This is more practical, because the men who have driven our horses are familiar with express problems, the handling of merchandise, loading, unloading, shipping terminals, etc. The actual operation and care can be learned in a short time."

"We are rapidly transforming our stables on Long Island into a garage, and service shops will be equipped to take care of the trucks."

"In my experience with motor vehicles there is no comparison between these and horses. The cost of operation of the trucks is much lower and the service is infinitely better. For instance, every winter our horse deliveries have at times been crippled, and it has been necessary to send out and rescue the horses in severe weather. In the summer the horses again suffer from the heat. During the hot spells last year we saved the lives of at least forty of our horses by keeping them in the stables and using our trucks twenty-four hours a day."

"As for comparative years of usefulness, we have retained our horses in service two years and sometimes as many as three years. In certain lines of industry the life of a horse is longer, but express service is known to be more severe than almost any other type."

"A good motor truck may do the work of four generations of a horse, while proving practically no expense except the cost of operation."

MANY BIDS FOR CONVENTION

Four Cities Would Entertain the Nation's Motorcyclists.

Four of the leading cities in the Middle West are after the national meet of the Federation of American Motorcyclists which is to be held this summer, and the rivalry between the motorcycle clubs is so keen that the riders of the single tracker will be assured of good racing, whether at Columbus, Cleveland, Chicago, Indianapolis or some other place is chosen as the convention city.

The motorcycle clubs in the two Ohio cities especially are leaving no stones on the road which might cause the attention of the directors to be sidetracked. They already have the backing of the commercial and civic organizations, and have promised a fund of several thousand dollars for the entertainment of the guests.

The Cleveland Motorcycle Club has promised the visitors everything, from free checking space to a board track for motorcycle races. The club has agreed to equip guide posts for a radius of twenty-five miles around the city in anticipation of the 2,000-mile annual Federation of American Motorcyclist tour. The club promises \$5,000 for entertainment, and has the backing of the Chamber of Commerce and the Chamber of Industry.

The fact that the 2,000-mile tour of the federation is to lead to the convention city is also adding to the importance of this year's meet. This tour is the most important of the tour of automobilists, and valuable cups will be offered for the best score made by a rider.

While Cleveland and Chicago are the only cities striving for the national meeting which have board tracks, steps are being taken toward erecting them in Indianapolis and Columbus, and the indications are that these cities may offer the advantages of a saucer track to the Federation of American Motorcyclists.

Elmira, N. Y., has some of the right kind of boosters. After the baseball schedule of the New York State League is announced the motorcyclists of that city expect to fill in the open dates on the home schedule with motorcycle races.

United States Farm Inspector Walter F. Davis, of Austin, Tex., recently obtained a motorcycle to enable him to cover his district and call on the farmers at least once a month.

Eighty-five motorcycles are being used by the various departments of Chicago's city government.

AUTOMOBILES.

AUTOMOBILES.

No-Rim-Cut Tires

10% Oversize

The Show-Car Tire

One-third of all cars at the 55 Shows held this year were equipped with Goodyear tires.

More cars were shown on Goodyear tires than on any other two makes combined.

That's on show cars, remember—on cars with their best equipment.

And 127 leading makers of cars have contracted for these tires for their 1912 models.

Out-of-Date Tires

Tires that rim-cut are distinctly out-of-date.

So are tires just rated size. Too many blow-outs result from overloading.

No-Rim-Cut tires make rim-cutting impossible. They are 10 per cent oversize.

And these patent tires now cost no more than other standard tires.

Any motor car owner, when he knows the facts, will adopt No-Rim-Cut tires.

1,000,000 Used

Over one million Goodyear tires have been used on some 200,000 cars.

As a result these tires now out-sell any other tire in existence.

The demand in two years has multiplied six times over. It has trebled in the past year alone.

GOODYEAR

No-Rim-Cut Tires

With or Without Non-Skid Treads

THE GOODYEAR TIRE & RUBBER CO., Akron, Ohio

This Company has no connection whatever with any other rubber concern which uses the Goodyear name.

New York City Branch—64th St. & Broadway.

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Brooklyn Branch—1172 Bedford Ave. Telephone Bedford—7560-7561.

Newark Branch—579 Broad St. Telephone Market—7566-7567.

(581)

CUE STARS AT PRACTICE

Demarest Plays Slow Billiards, Preparing for Match.

HOPPE TAKING REST CURE

Championship Match for 18.4 Balkline Title To Be Played April 11.

Calvin Demarest, challenger of Willie Hoppe for the world's championship at 18½ balkline billiards, has been practicing for two weeks at George F. Slosson's room. During that time he has not shown any thing like the sensational work he had previously done at Chicago. His grand average, however, has been above 19, which is good, considering that he has gone as low as 14 and no higher than 21. He expressed unqualified confidence in his ability to win the pending match, which will be played in the grand ballroom of the Hotel Astor on April 11, one week from next Thursday. He says he is feeling well, and his stroke is just as good as it was before he came to New York. To climatic difference he ascribes his inability to equal here what he did in Chicago. At the same time, he maintains that conditions are and will be alike for Hoppe and himself.

For over a week Demarest has had Albert G. Cutler as a nightly opponent. With an excellent average of over 20, Cutler was the winner of one game in the series. Demarest's style has enthused spectators. When playing well his movements have been rapid and his execution brilliant to an extreme.

Since his defeat by George Sutton, Willie Hoppe has been taking a rest. At home, where he has a table, he has taken no exercise daily, but otherwise has indulged in no preparation for his contest with Demarest. He will begin regular practice at his room, formerly McGraw's, to-morrow night.

On Thursday night, at the formal opening of the new room of John Cline, father of Harry Cline, in the Continental Hotel, Philadelphia, he showed that he was in good form by defeating Harry Cline by 20 to 17 and averaging 28. Among other experts who performed at that opening were Dr. L. L. Mial, the amateur, and John Daly, former professional champion at three cushions. Dr. Mial won from J. Cons Morton, of Philadelphia, at 18½ balkline. Daly was beaten one point in a game of twenty-five three cushions by Frank Kinble, of Philadelphia.

George Sutton has notified the Brunswick-Balke-Collender Company that he has accepted the challenge of Ora Morningstar for the 18½ balkline championship and has named May 15, at Recital Hall, Chicago, as the time and place for the contest for the title. Morningstar, who is now a resident of Pittsburgh, will be near his boyhood home, Rochester, Ind., when he gets to Chicago. Morningstar ought to play 18½ well. As a maker of individual difficult shots he has few equals, and in all branches of billiard execution he is one of the most resourceful players in the world.

Speaking of him recently, Maurice Daly remarked: "I can't understand why he is not all-around champion of the world. His physical strength is remarkable, and his skill corresponds, but his mental force to utilize his strength and apply his skill appears to be lacking."

MONMOUTH HORSE SHOW PLANS.

Elaborate plans for the next Monmouth County Horse Show were developed at the annual meeting of the association, held at No. 2